

INTIMATIONS

BROWN, JONES & CO.

DEALERS IN
AMERICAN AND HELLANIC MARBLE
AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. (2057)

NOW READY.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SOUTHERN NETHERLANDS, INDIA, SIAM, PHILIPPINES, BORNEO, &c., WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND Hong List for the Far East.

1837.

THE TWENTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.

Royal Octavo Complete with Map and Plans pp. 1240, 57. Directory only, pp. 872, \$5.50.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST POLES, Walers are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARASPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE
No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aromatic Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897.

NOTICE TO CORRESPONDENTS

Our communications relating to the news columns should be addressed to Mr. John Thomas Curzon, Esq., 10, St. James's Street, London, S.W.

Correspondents forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All correspondence relating to the news columns should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Letters from our correspondents in America must be sent before 11 a.m. on day of publication.

The shipping is limited. Only supplied for Cash.

Telegraphic Address—PRESS-A.C.C. Code.

15th April, 1897.

DEATH.

On the 21st July, at No. 12, St. Francis Street, WALTER WILLIAM, only son of JOHN THOMAS CURZON, aged 18 months, from brain fever. Deeply regretted.

The funeral will take place at 5 p.m. to-day at the Roman Catholic Cemetery.

[1897]

The Daily Press.

HONGKONG, JULY 22nd, 1897.

STEAMER traffic from Macao to the West River ports is at present suspended, owing to no facilities having been provided for the payment of duty on goods destined for Kowloon, Samshui and the ports higher up the river we served from Hongkong and Canton, and there was little prospect of Macao successfully competing in this section of the traffic, but the ports on the lower reach of the river, Kowloon and Kowchuk, are natural commercial depots of Macao, and as they serve very rich districts the prospects of a large trade being established appeared bright. Unfortunately, however, Kowloon was not made an open port, but like Kowchuk, a mere landing station, where only duty-paid goods can be landed. There is a branch of the Foreign Customs at the port for the collection of duty, and as Lappa will not collect it, the goods if shipped by steamer have to be conveyed first to Samshui to pay the duty, and then brought back to Kowloon. The result is that Chinese shippers find it more convenient to continue to ship by junk and pass their goods through the native Customs, and the advantages of the opening of the river to steam navigation are neutralized on this section. The most acceptable remedy for this unfortunate state of affairs would be to make Kowloon an open port, with a Customs establishment of its own, at which duty could be paid on all goods landed there and also on cargo destined for Kowchuk, a little higher up the river. Failing this it is to be hoped that arrangements may speedily be made by which the duty on goods for these points may be passed by the Lappa Customs, and under conditions that will be convenient both to the shipper and the carrier. From a mercantile point of view it would be an advantage if the goods could be passed before they are placed on board the steamer at Macao, but to that political and sentimental objections might possibly be raised; for the Government and community of Macao are naturally antagonistic with regard to any actual or constructive violation of Portuguese jurisdiction as are during the trying experiences.

we in Hongkong with regard to British jurisdiction. The existence of an office of the Kowloon Customs in Hongkong and of an office of the Lappa Customs at Macao has, however, somewhat clarified the idea of the publicus, to what really constitutes a violation of national jurisdiction, and it is possible that under the existing circumstances the Macao Government might see no reason to object to the examination of cargo within the limits of the colony, by voluntary arrangement on the part of the shippers, any more than it objects to the transaction of merely clerical business with the Customs within the same limits. Such an arrangement would not be unprecedented. A traveller from Montreal to New York by the night train can, if he is so disposed, have his luggage examined by an agent of the United States Customs service in the railway station at Montreal, that is, on Canadian territory, but there is no power on the part of the agent to compel the passenger to submit to the search, and if the passenger has any quibbles on the subject of territorial jurisdiction he can wait until the train reaches United States territory and then be roused from his sleep to open his box in the middle of the night. Passengers naturally prefer that the examination should take place before starting, which is an arrangement made entirely for their convenience and not at all for the Chinese officials, who know very much about it.—*Rangoon Gazette.*It is probable a Commission will be appointed this year to delineate the Burma-China frontier in accordance with the modified Convention. The task will be a very heavy one and will probably occupy several sessions. Many of our officers have an intimate acquaintance with this extended frontier, but it is unlikely the Chinese officials know very much about it.—*Rangoon Gazette.*H.M.S. *Narcissus* has left Kobe for Kamtschatka (80 miles south of the boundary between Korea and Russia). She meets the steamer *Centaur*, *Alexander*, and *Earl of Douglas*. In or about 14th inst. the *Grafton*, *Invincible*, *Henty*, *Acheron*, and *Kedpole* will join them at Korneloff and a course will be steamed under a charter party dated 4th October, 1896.

Mr. J. Francis, Q.C. (instructed by Mr. J. Hastings) appeared for the plaintiffs, Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) for the defendant.

The gentleman composing the special jury was Messrs. W. D. Brown, D. Gillies, E. S. Wheeler, W. R. Loxley, C. S. Sharp, A. G. and A. G. Sticks.

Mr. Francis and the question which the jury had to decide was whether the defendant, the first who entered into the charter party, had, secondly, whether the party was broken by the plaintiffs so as to entitle them to receive the balance due on freight charges. The vessel concerned was the Norwegian steamer *Skeppen*, which the master was Lauritz Tollesen, and the owners were the *People's Steamship and Engelsberg*. The defendant was a Spanish gentile named J. Tobias y Tuson, merchant, of Kobe.

The charter party in dispute was closed on the 4th October, 1896. It was for three months and for the sum of \$6,000 a month less 1½ per cent. for brokers, and it was specifically stipulated that the freight was payable in cash.

The plaintiffs claimed that the freight was payable in cash, and that the parties had agreed a special clause that in default of payment the owners were at liberty to cancel the charter.

At the time the charter party was entered into the vessel was at Kobe in Japanese waters. The party was signed in Hongkong by W. H. Wilson, Esq., for the owners, in Shanghai by O. M. Sonett, for *Sennett & Co.*, and for *Turon* by telegraph and cable.

The plaintiffs alleged that the defendant, the charterer and that Sonett and Co. were simply his agents authorized by him to close and enter into that charter party, while the defendant insisted that he was not the charterer but that Sonett and Co. chartered the vessel on their own account, and that after the charter party was signed the vessel was taken into the vessel was to be re-leased on the 10th October. The defendant was a Spanish gentile named J. Tobias y Tuson, merchant, of Kobe.

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NOTICE TO CONSIGNERS

STEAMSHIP "SALAZIE"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNERS of Cargo from London ex
v. a. 4th and 5th from New York ex
Tours from Bordeaux or v. a. Ville de Duxbury
in connection with above Steamer, are hereby
informed that their Goods are being shipped
at their port of destination by the
Hongkong & Kowloon Wharf and Godown
Company Limited at Kowloon whence delivery
will be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, and remaining unclaimed after SATUR-
DAY, the 1st inst., will be subject to return and
landed charges.

All Claims must be sent in to me on or before
SATURDAY, the 1st inst., or they will not be
recognized.

All Dated Packages will be examined on
FRIDAY, the 2nd inst., and those rejected

No Fire Insurance will be effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th July, 1897. [1662]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS SYDNEY, LAUNCESTON
AND MELBOURNE

THE Company's Steamship

"CHANGSHA".
Captain W. W. Willard will be despatched to
the 2nd inst. at 1 P.M.

The Attention of Passengers is called to the
Superior Accommodation offered by
this Steamer. First Class Saloon is situated
forward of the Engines. A Refreshing
Bazaar ensures the supply of Fresh Pro-
visions during the entire voyage.

A duly qualified Surgeon is provided and the
Steamer is fitted with Electric Light.

Passenger Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the Eastern and
Australian S. Co. and vice versa.

For Freight or Passage apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 21st July, 1897. [1663]

NIPPON YUSEN KAISHA

JAPAN-AUSTRALIA LINE

MONTLY SERVICE

(UNDER MAIN CONTRACT)

FOR THE JAPANESE ISLAND, TOWNS
VILLESBOROUGH, SYDNEY,
AND MELBOURNE

THE Company's Steamship

"YAMASHIRO MARU".
Captain J. Jones will be despatched for the
above ports to MORELOW, the 2nd inst., at
4 P.M.

This Steamer is fitted with Superior Pass-
enger Accommodation and is lighted by Elec-
tric Light.

A duly qualified Doctor and a European
Surgeon are carried.

For Freight or Passage apply to

NIPPON YUSEN KAISHA

Hongkong, 17th July, 1897. [1664]

FROM HAMBURG, PENANG, AND
SINGAPORE

THE Steamship

"IRENE".
Captain Schuler, having arrived from the
above ports, Consignees of Cargo are now
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
along.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
launched into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company Limited,
and stored at Captain Godeva's risk and expense.

Nothing will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 2nd inst. will be subject
to rent.

All broken, shafted, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd inst., at 1 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 19th July, 1897. [1665]

GLEN LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON, BOR-
DEAUX, AND STRAITS

THE Steamship

"GLENOGLIE".

having arrived from the above ports, Con-
signees of cargo, by her are hereby informed
that their goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company Limited,
and stored at Captain Godeva's risk and expense.

Nothing will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 2nd inst. will be subject
to rent.

Cargo remaining undelivered after the 27th
July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims
for damages and/or shortages not later than the
3rd Aug., otherwise they will be rejected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 20th July, 1897. [1666]

VESSELS ON THE BERTH

"RICKMERS' REGULAR LINE OF
STEAMERS."

FOR BREMEN AND HAMBURG.

Taking Cargo at through rates to ROD SEA,
MEDITERRANEAN and BLACK SEA PORTS

THE Company's Steamship

"DEIKE RICKMERS".
Captain Müller will be despatched as above
TO-DAY, the 22nd inst.

For Freight apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 20th July, 1897. [1667]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND
USUAL PORTS OF CALL.

(Taking Cargo at through rates to Glasgow
Liverpool, Continental Ports, River Plate, &c.)

THE Company's Steamship

"KAI-SOW".

Captain E. Warrall will be despatched as
above TO-DAY, the 22nd inst., at NOON.

For Freight apply to

DOUGLAS LAPLAIK & CO.,
Agents.

Hongkong, 21st July, 1897. [1668]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATI, AMOI AND
TAIWAN PORTS

THE Company's Steamship

"THALIS".

Captain Donnel will be despatched for the
above Port TO-DAY, the 22nd inst., at NOON.

For Freight or Passage apply to

DOUGLAS LAPLAIK & CO.,
Agents.

Hongkong, 21st July, 1897. [1669]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG".

Captain W. Weddell will be despatched at
about TO-DAY, the 22nd inst., at 1 P.M.

The Attention of Passengers is called to the
superior accommodation offered by the
Company.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 21st July, 1897. [1670]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"TAKSAN".

Captain P. H. Lee will be despatched
TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 14th July, 1897. [1671]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHENG-TU AND TIENTSIN.

THE Company's Steamship

"ONG-SANG".

Captain J. Lynch will be despatched as above

TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 14th July, 1897. [1672]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHENG-TU AND TIENTSIN.

THE Company's Steamship

"TAKSAN".

Captain P. H. Lee will be despatched
TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 14th July, 1897. [1673]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHENG-TU AND TIENTSIN.

THE Company's Steamship

"ONG-SANG".

Captain P. H. Lee will be despatched as above

TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 14th July, 1897. [1674]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHENG-TU AND TIENTSIN.

THE Company's Steamship

"ONG-SANG".

Captain P. H. Lee will be despatched as above

TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 14th July, 1897. [1675]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHENG-TU AND TIENTSIN.

THE Company's Steamship

"ONG-SANG".

Captain P. H. Lee will be despatched as above

TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 14th July, 1897. [1676]

INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR CHENG-TU AND TIENTSIN.

THE Company's Steamship

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TO-MORELOW, the 22nd inst., at 1 P.M.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.,
Agents.

H